

Received in City Clerk’s Office
Northampton, MA

By _____

Date _____

Time _____

City of Northampton
MASSACHUSETTS

In the Year Two Thousand Fourteen

UPON THE RECOMMENDATION OF THE Planning Board, Office of Planning & Sustainability

ORDINANCE

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by revising section 350H of said code; providing for replacement of moratorium on construction of 7+ units in the URC district with language specified

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows: That section **350h** of the Code of Ordinances of the City of Northampton, Massachusetts, be amended so that such section shall read as follows:

Site Plan Approval Required for the Following:

- Any construction (other than for a single-family home) greater than 2,000 square feet
- [The addition of a principle structure to a parcel where one already exists.](#)

Special Permit Approval Required for the Following Uses by Planning Board Unless Otherwise Noted:

- Detached accessory dwelling unit (see § 350-10.10—Zoning Board of Appeals special permit)
- Home business for personal service business by appointment only or home business more than 25 visits, etc. (see § 350-10.12 for other criteria—Zoning Board of Appeals special permit)
- ~~Upon completion of a 9-month moratorium ending July 1, 2014~~ [any Any](#) multifamily or townhouse project creating 7 or more units. ~~Further for any Any such project that creates 10 or more units~~ shall comply with the following:

- [1. The first row of buildings along a street shall face the street and add to the streetscape to the extent possible. There shall not be any parking, except incidental to a driveway or roadway, between the first row of buildings and the street. Driveways and roadways that provide access to buildings must be pedestrian focused and that is not dominated by parking.](#)
- ~~1-2.~~ [2. All projects shall ensure that connectivity to the street is attained, including making the streetscape between the property and the road pavement pedestrian friendly and in conformance with city best practices. Such streetscape includes rebuilding as necessary granite curbs, ADA compliant concrete sidewalks, tree belts, and when possible rain gardens and appropriate drainage improvements.](#)

File No. _____
Month _____
Ordinance Section _____
Re: _____

APPROVALS

Approved as to form _____, City Solicitor

If Ordinance amends Chapter 20, considered advisable on the basis of accepted traffic engineering practice and hereby recommended.

_____, Assistant City Engineer

REFERRALS

Referred on _____ to _____ for
☐ public hearing OR ☐ study

Report to be filed with Clerk by _____

Attest _____, Clerk

Referred on _____ to _____ for
☐ public hearing OR ☐ study

Report to be filed with Clerk by _____

Attest _____, Clerk

REPORTS

Report of _____ filed with Clerk on _____
☐ Approved ☐ Disapproved ☐ No recommendation ☐ Request until _____ for
filing recommendation, ☐ Approved subject to amendment no. _____ attached hereto

Attest _____, Clerk

Report of _____ filed with Clerk on _____
☐ Approved ☐ Disapproved ☐ No recommendation ☐ Request until _____ for
filing recommendation, ☐ Approved subject to amendment no. _____ attached hereto

Attest _____, Clerk

IN CITY COUNCIL

☐ Amended, see attachment no. _____, Date _____

☐ All rules suspended Date _____

☐ Rules suspended Date _____

☐ First reading Date _____

☐ Second reading Date _____

Attest _____, Clerk

IN CITY COUNCIL, _____

Ordained and enrolled _____

Attest _____, Clerk

IN CITY COUNCIL, examined and found to be correctly enrolled.

Committee on Enrollment

Approved _____, Mayo

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- Home business for personal service business by appointment only or home business more than 25 visits, etc. (see § 350-10.12 for other criteria—Zoning Board of Appeals special permit)
- ~~Upon completion of a 9 month moratorium ending July 1, 2014:~~ any multi family or townhouse project creating 7 or more units. [Further, for a](#)Any such project ~~that creates 10 or more units~~[shall comply with the following:](#)

- [1. The first row of buildings along a street shall face the street and add to the streetscape to the extent possible. There shall not be any parking, except incidental to a driveway or roadway, between the first row of buildings and the street. Driveways and roadways that provide access to buildings must be pedestrian focused streets not dominated by parking.](#)
- [2. All projects shall ensure connectivity to the street is attained, including making the streetscape between the property and the road pavement pedestrian friendly and in conformance with city best practices. Such streetscape includes rebuilding as necessary granite curbs, ADA compliant concrete sidewalks, tree belts, and when possible rain gardens and appropriate drainage improvements.](#)
 - [a. Projects shall connect to all surrounding neighborhoods with bicycle and pedestrian access to the extent possible. Driveways and roadways shall internally and externally connect and avoid dead-ends whenever possible. Dead-end roadways and driveways shall never exceed 500 feet and must include a bicycle and pedestrian connection from the dead-end to a street or park or civic space.](#)
- [3. Driveways and roadways shall either have separate sidewalks or be designed as shared streets focused on pedestrians and bicyclists and engineered to keep speeds below 15 miles per hour.](#)
- ~~1-4.~~ [4. All projects shall include a park or civic space that serves as a focal point of the project, is easily accessible, available, and desirable for residents of the project \(see for example recommendations for Project for Public Spaces\).](#)
- ~~2-5.~~ [5. Buildings that abut existing residential properties shall incorporate building articulation and well-designed side facades. Building projections shall be incorporated for any side façade that is longer than 30 feet.](#)
- ~~3-6.~~ [6. Front facades shall have similar setbacks as other buildings in the area or provide a different setback with a setback that is consistent with the location, either closer setbacks in more urban areas or different setbacks because of natural resources constraints.](#)
- ~~4-7.~~ [7. The design standards for the length of dead-end streets, protection of natural features, sidewalks, wheelchair ramps, landscaping, utilities,](#) ~~and~~

~~5.8.~~ The construction method and materials for water lines, sanitary sewers, storm sewers, fire protection, sidewalks, private roads and other infrastructure shall be those set forth in Chapter 290, Subdivision of Land, even for private roadways and driveways that are not part of a subdivision, unless the Planning Board finds that a different standard is more appropriate.

9. Buildings shall

- a. Meet a Home Energy Rating System (HERS) rating of 45 or less; or
- b. Be US Green Building Council LEED New Construction Gold or Neighborhood Development Gold Certified; or
- c. Contain 15% of the units meeting Zoning definition for affordability; or
- d. Contain 50% or more of the units no larger than 1,200 sf gross floor area for at least 5 years from certificate of occupancy; or
- e. Any combination of items a-d if approved by the Planning Board.

10. Special permits filed under this provision may be submitted for review and approval prior to and separately from a fully engineered site plan, so long as the following items are identified in a preliminary site plan with the special permit application and full detailed/engineered site plans are filed for review and approval prior to commencement of construction:

- a. Roadway and/or driveway alignment showing compliance with connectivity standards above;
- b. Buffers and preliminary landscaping abutting existing neighborhoods;
- c. Proposed location for park/open space areas;
- d. Building envelopes and location;
- e. Anticipated building types and total number of units.

In any special permit approval granted with only a preliminary site plan, the Board may establish thresholds in which amendment of that special permit is required either prior to or in parallel with review of the fully engineered plans.

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ORDINANCE

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by revising section 350G of said code; providing for replacement of moratorium on construction of 7+ units in the URB district with language specified

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows: That section **350g** of the Code of Ordinances of the City of Northampton, Massachusetts, be amended so that such section shall read as follows:

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- ~~Upon completion of a 9-month moratorium ending July 1, 2014~~ any [Any](#) townhouse project creating 7 or more units. ~~Further for any~~ [Any](#) such project ~~that creates 10 or more units~~ shall comply with the following:
 - [1. The first row of buildings along a street shall face the street and add to the streetscape to the extent possible. There shall not be any parking, except incidental to a driveway or roadway, between the first row of buildings and the street. Driveways and roadways that provide access to buildings must be pedestrian focused and that is not dominated by parking.](#)
 - ~~±2.~~ [2. All projects shall ensure that connectivity to the street is attained, including making the streetscape between the property and the road pavement pedestrian friendly and in conformance with city best practices. Such streetscape includes rebuilding as necessary granite curbs, ADA compliant concrete sidewalks, tree belts, and when possible rain gardens and appropriate drainage improvements.](#)

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